

RESOLUTION OF THE BOSTON REDEVELOPMENT AUTHORITY
REGARDING AN AMENDMENT TO THE CHARLESTOWN URBAN
RENEWAL PLAN SO AS TO INCLUDE WITHIN THE PROJECT
AREA THE BOSTON NAVAL SHIPYARD AT CHARLESTOWN
PARCELS NY-1, NY-2, NY-3, AND NY-4
PROJECT NO. MASS. R-55

WHEREAS, the Urban Renewal Plan for the Charlestown Urban Renewal Area, Project No. Mass. R-55, was adopted on March 25, 1965, and requires the development of land in compliance with the regulations and controls of the Plan; and

WHEREAS, at the time the Plan was adopted the Boston Naval Shipyard at Charlestown was actively being utilized as the headquarters for the First Naval District; and

WHEREAS, the abandonment of this facility by the federal government has created a significant area of surplus land which is not likely to be effectively developed in the foreseeable future through the ordinary operations of private enterprise; and

WHEREAS, it is appropriate that efforts be made to coordinate federal, state and local government activities so as to assure the redevelopment of this area in a manner consistent with overall planning and development programs so as to maximize the beneficial impact upon the sound growth of the community; and

WHEREAS, the Boston Redevelopment Authority (hereinafter referred to as the "Authority"), a public body, corporate and politic, duly organized and existing under the provisions of G. L., C. 121B, as amended, has undertaken and conducted studies, surveys and an inspection of an area within the City of Boston known and referred to as the Boston Naval Shipyard; and

WHEREAS, said area is contiguous to the Charlestown Urban Renewal Area which area is described in the Charlestown Urban Renewal Plan, Project No. Mass. R-55; and

WHEREAS, there was presented at this meeting of the Authority a Project Area Report prepared by the Authority's staff, which report describes the surveys and studies undertaken in the naval shipyard; and

WHEREAS, the Authority has examined the site and reviewed and considered the Project Area Report; and

WHEREAS, the Authority has prepared an Amendment to the Charlestown Urban Renewal Plan, which amendment basically changes project boundaries so as to include therein the Boston Naval Shipyard at Charlestown to permit the undertaking of an urban renewal project therein; and

WHEREAS, there was presented at this meeting of the Authority, for its consideration and approval, a copy of the Amendment to the Charlestown Urban Renewal Plan consisting of a title page, a table of contents, seven pages of text, an exhibit, and six maps which are attached thereto and made a part thereof; and

WHEREAS, Section 1201 of the Plan requires that any change in the boundaries of the Urban Renewal Area be made in accordance with the requirements of Chapter 121B of the General Laws regarding the original approval of the Plan; and

WHEREAS, the Amendment has been reviewed and considered at this meeting; and

WHEREAS, the Authority, pursuant to Chapter 652 of the Acts of 1960, is the planning board for the City of Boston; and

WHEREAS, the Plan, as amended, conforms to the general plan for the City of Boston and is consistent with local objectives respecting appropriate land uses; and

WHEREAS, the Amendment does not require that any persons or organizations be displaced; and

WHEREAS, Sections 61 and 62 of Chapter 30 of the General Laws require that all feasible measures be taken to avoid or minimize damage to the environment;

WHEREAS, the approval of the Mayor and City Council of the City of Boston and the Division of Urban Renewal of the State Department of Community Affairs is required under applicable law before the urban renewal plan, as amended, can be fully undertaken and carried out;

NOW, THEREFORE, be it resolved that the Boston Redevelopment Authority, acting pursuant to the provisions of G. L., C. 121B, as amended, does hereby make the following determinations of fact:

1. The character and conditions of the naval shipyard as described in the Project Area Report do exist.
2. The area which comprises the naval shipyard is at present a blighted open, and decadent area detrimental to the sound growth of the community because of:
 - a. the existence of buildings which are out of repair, physically deteriorated, obsolete and in need of major maintenance and repair; and

- b. a substantial change in economic conditions resulting from the abandonment of the naval shipyard as headquarters for the First Naval District.
- c. the unduly cost to develop it soundly through the ordinary operations of private enterprise by reason of the need for unduly expensive foundations, retaining walls, and the waterproofing of structures as well as the deterioration of site improvements and facilities and the inadequacy of transportation facilities or other utilities.

3. The size of the naval shipyard and the number and condition of the structures therein make it unlikely that this decadent area will be eliminated through the ordinary operations of private enterprise.

4. The coordination of local, state and federal actions is necessary and appropriate to prevent the underutilization of the naval shipyard and to encourage a development program which is consistent with community needs.

5. That a relocation plan pursuant to Chapter 79A, § 4 of the Massachusetts General Laws is not required because the Amendment does not provide for acquisition of real property or the displacement of occupants.

6. The proposed method for financing the project is sound as the Amendment basically changes the project boundaries so as to permit the coordination of efforts by federal, state and local governments to assure the sound redevelopment of the Boston Naval Shipyard at Charlestown.

7. That the Charlestown Urban Renewal Plan, as amended, is based upon a local survey, conforms to the comprehensive plan for the locality as a whole and is consistent with the local objectives of the community.

And be it further RESOLVED by the Boston Redevelopment Authority:

8. That the Amendment to the Charlestown Urban Renewal Plan, which Amendment is attached hereto and marked "Exhibit A", is sufficiently complete and hereby approved in all respects.

9. That all other provisions of said Plan not inconsistent herewith be and the same are hereby continued in full force and effect.

10. That all feasible measures have been taken to avoid or minimize damage to the environment.

11. That the Secretary is hereby authorized to file the Amendment to the Charlestown Urban Renewal Plan, consisting of the aforesaid title page, table of contents, seven pages of text, an exhibit, and six maps attached thereto, with the minutes of this meeting and that said Amendment shall be conclusively deemed to be the official Amendment to the Charlestown Urban Renewal Plan regarding the Boston Naval Shipyard at Charlestown.

12. That the Director be and is hereby authorized to submit to the Mayor, for his approval and submission to the City Council and the Division of Urban Renewal for their respective approval and appropriate findings, the Amendment To The Charlestown Urban Renewal Plan dated July 15, 1976, together with such other material as the Director deems advisable.

AMENDMENT TO CHARLESTOWN URBAN RENEWAL PLAN

PROJECT NO. MASS. R-55

TABLE OF CONTENTS

The following sections and documents of the Charlestown Urban Renewal Plan have been amended by this plan change:

1. Exhibit A - Perimeter Boundaries of Project Area.

2. Map 1 - Property Map and Perimeter Boundaries.

3. Map 2 - Treatment Areas.

4. Map 3 - Proposed Land Use.

5. Map 4 - Right-of-Way Adjustment.

6. Map 5 - Existing Zoning.

7. Map 6 - Proposed Zoning.

8. Chapter II - Objectives.

Section 201 - Basic Goals.

Section 202 - Specific Planning and Design Objectives.

9. Chapter VI - Land Use and Building Requirements.

Section 602A (New) - Navy Yard Land Use Objectives.

AMENDMENT

The Charlestown Urban Renewal Plan is amended by deleting Maps 1-6, inclusive, and Exhibit A and inserting in lieu thereof Maps 1A-6A, inclusive, and Exhibit A-1, which revised maps and exhibit are attached hereto. The Plan is further amended as follows:

1. The first paragraph of Section 201 is amended by inserting after the words "contemporary living", the following:

6. To effectively participate in the disposition by the federal government of surplus property in the Charlestown Navy Yard in a manner designed to assure a comprehensive redevelopment of the area which is compatible with local needs and is sensitive to historical, architectural, recreational and environmental considerations.

2. Section 202 is amended by inserting after the fifth paragraph entitled "General Improvement of Environmental Conditions" the following:

6. Redevelopment of the Charlestown Navy Yard

The abandonment of the Charlestown Naval Shipyard on July 1, 1974, has created a significant area of surplus land which is not likely to be developed in the foreseeable future through the operations of private enterprise. Efforts should be made to coordinate federal, state and local government activities so as to assure the redevelopment of this area in a manner consistent with overall planning and development programs.

The entire site is a National Landmark and its controlled redevelopment is essential to retain items of historical and architectural significance and to maximize the beneficial impact upon the local community in terms of recreational, economic, housing, transportation and environmental needs. A feasible redevelopment program requires substantial participation by the public sector in both the planning and implementation of these objectives.

Planning actions should stimulate private investment in housing, commercial, retail and, to a lesser extent, light industrial proposals; supply major recreational resources available to the Charlestown community; design an effective method of pedestrian and vehicular access in and to the area. Planning actions should include:

- A. The creation of a Historic Monument Transfer Area (Parcel NY-1 and a portion of NY-2) which will permit the conservation of the historical and architectural character of the site and enhance the economic effects of redevelopment or rehabilitation through an effective mixed reuse program. Proposed land uses for these parcels should include residential, commercial, office, manufacturing and institutional uses. It is anticipated that this property will be made available to the Authority from the General Services Administration (GSA) and the Department of Interior under the historic monuments provisions of the Federal Property and Administrative Services Act of 1949, as amended. In any event, disposition of these parcels by the federal government should be effected so as to implement the objects of this plan.
- B. The design of a Waterfront Park (Parcel NY-3) in order to provide open space, enhance the waterfront environment by making it more attractive, and to provide increased opportunities for local residents and visitors to enjoy the waterfront. This design should also provide for landscaped open space with pedestrian access to the water's edge. A marina should also be considered near the piers providing a visual attraction as well as serving an important recreational need. It is anticipated that funds for the development of a Waterfront Park will be made available through grants from the Bureau of Outdoor Recreation (BOR).
- C. The creation of a New Development Area (Parcel NY-4) which will make available an attractive site for new housing construction. Design guidelines should control the scale, massing, and other salient features of the new construction in order to respect

and complement the historical and architectural integrity of buildings within the adjacent Historic Monument Transfer Area. Design controls should also preserve visual corridors between the historic area and the water and provide public access along the water's edge.

A portion of this parcel may also be appropriate for a hotel site, in light of the presence of the U.S.S. Constitution National Historic Site and its potential for attracting one million visitors a year, coupled with the in-town yet insulated location of the Navyard.

- D. The layout and design of new streets, street lighting, sidewalks, and public utility improvements. The proposed public improvements should include new water, sewer, and storm drainage systems.
- E. Improved vehicular, pedestrian and mass transit access to the area should be planned to service the proposed new uses for the Navy Yard and the U.S.S. Constitution National Historic Site.

3. Chapter VI is amended by adding the following section:

Section 602A: Navy Yard Land Use Objectives

The following land use objectives are established so as to effect the coordination of federal, state and local government activities and assure the redevelopment of the naval shipyard so as to maximize the beneficial impact upon the sound growth of the community.

Parcel NY-1

A. Permitted Uses.

The principal use of Parcel NY-1 shall be a Historic Preservation/Mixed Use Development Area. Land uses shall include residential, commercial/retail, office/loft, public, and institutional. Parcel NY-1 may be subdivided.

B. Planning and Design Objectives.

It is intended that this major parcel serve two principal functions: (1) maximize conservation of the

historic and architectural character of the site;
(2) maximize the reuse potential of the buildings in the parcel for economically viable purposes. The parcel will be pedestrian oriented and serve as a visual continuation of the National Historic Park. Design guidelines should be primarily concerned with the following three areas of the Navy Yard's significance:

1. its associations with the technology and craft of ship building;
2. its notable architecture - in particular - its examples of a style originating locally and known as Boston's granite architecture; and
3. its identity as a coherent urban environment.

C. Building Requirements.

1. Buildings which were of particular importance to technological aspects of shipbuilding will be preserved.
2. Notable buildings, particularly those representing the Boston granite style, will be rehabilitated in such a way as to preserve their inherent architectural quality and eliminate inappropriate later additions.
3. Buildings of less historical and/or architectural significance which play an important and supportive role in the urban form of the Navy Yard will also be rehabilitated with somewhat less stringent requirements; elements such as rail and crane tracks representative of the Navy Yard's industrial character and image may be retained and integrated with new public improvements; and
4. New additions or other construction will be totally contemporary but will respect the scale, massing and other salient features of the basic urban design framework of the Navy Yard.
5. Vehicular access to the Parcel shall be by Gates 4 and 5 on Chelsea Street. Pedestrian access shall be via Gates 1, 4, and 5.

Parcel NY-2

A. Permitted Uses.

The principal use of Parcel NY-2 shall be light industry (manufacturing) and parking. Alternative uses may be office/loft, institutional, commercial/retail, public, and residential. Parcel NY-2 may be subdivided.

B. Planning and Design Objectives.

It is intended that this parcel be dedicated to manufacturing uses. This area, located close to the Mystic River Bridge and the Channel, is removed from the rest of the site while having excellent access through a widened Gate 5 for truck traffic and goods movement. The manufacturing site could answer some of the local and city-wide needs for new job creation.

Public parking can be accommodated by the conversion of one or two buildings into parking garages. Such parking facilities could serve Parcel NY-1 and the National Historic Park as well as this parcel.

The planning and design objectives under Parcel NY-1 are also applicable to this parcel.

C. Building Requirements.

The building requirements listed under Parcel NY-1 are applicable to this parcel.

Parcel NY-3

A. Permitted Uses.

The principal use of Parcel NY-3 shall be public open space. Alternative uses may be hotel and/or residential. Parcel NY-3 may be subdivided.

B. Planning and Design Objectives.

It is intended that this parcel provide the following functions:

1. Provide open space for active and passive recreational use;

2. Increase opportunities for local residents and visitors to enjoy and use the waterfront;
3. Provide a visual and functional link between new uses in the Navy Yard and other points in the City facing the inner harbor.
4. Open vistas from the Historic Transfer Area (Parcels NY-1, NY-2) and the New Development Area (Parcel NY-4) to the water.
5. Provide public use of piers for transportation and pleasure boating.

In order to accomplish these objectives, the improvements should include landscaping, filling with water of Dry Dock #2, and a slip marina off piers situated in front of the public park.

C. Building Requirements.

Building requirements listed under NY-1 are applicable to this parcel.

Parcel NY-4

A. Permitted Uses.

The principal use of Parcel NY-4 is residential. Subsidiary uses permitted within this parcel include hotel, commercial/retail, institutional, commercial marina and public open space. Parcel NY-4 may be subdivided.

B. Planning and Design Objectives.

It is intended that Parcel NY-4 provide 800-1,000 residential units through (1) renovation of existing buildings; (2) new construction of townhouses on piers and at water's edge; (3) new construction of mid-rise buildings. Midrise and townhouse type structures should complement nearby historic architecture and preserve visual corridors between the historic area and the water. Design guidelines will also require public access along the water's edge.

Convenient shopping and related services may be incorporated into the Housing Development Area. Parking should be provided on the site, adjacent to housing structures.

In order for local residents to enjoy the recreational advantages of the waterfront, public open space, as well as a marina and other related facilities should be provided.

C. Building Requirements.

1. Reuse Building

- a. Notable buildings will be rehabilitated in such a way as to preserve their inherent architectural quality and eliminate inappropriate, later additions.
- b. Buildings of lesser historical and/or architectural significance which play an important and supportive role in the urban form of the Navy Yard will also be rehabilitated with somewhat less stringent requirements.

2. New Construction

- a. Totally contemporary but will respect the scale, massing, and other salient features of nearby historical and architecturally significant buildings.

3. Vehicular access to the parcel shall be by Gates 4 and 5 on Chelsea Street. Pedestrian access shall be via Gates 1, 4, and 5.

Charlestown Urban Renewal Area
Boston Redevelopment Authority
Boston, Massachusetts

EXHIBIT A: PERIMETER BOUNDARIES OF PROJECT AREA

That certain tract of land, referred to as the Charlestown Urban Renewal Area, situated in the City of Boston, County of Suffolk, and Commonwealth of Massachusetts, and bounded generally as follows:

Beginning at a point which is described by the intersection of the southwesterly property line of W. F. Schraffts & Sons at 529 Main Street, and the Service Road at Sullivan Square;

Thence proceeding in a southeasterly direction, paralleling the southwest face of W. F. Schraffts & Sons Factory to intersect with the southerly sideline of the B & M Railroad right-of-way;

Thence turning and running in a generally easterly direction by various courses and distances along the southerly sideline of the Boston & Main Railroad right-of-way to the easterly sideline of "A" Street;

Thence turning and running in a southwesterly direction along the easterly sideline of "A" Street to Medford Street;

Thence turning and running in an easterly direction along the northerly side of Medford Street to Terminal Street;

Thence turning and running in a generally northeasterly direction along the westerly side of Terminal Street to the B & M Railroad right-of-way;

Thence turning and running in a generally northeasterly direction along the southeasterly sideline of the B & M Railroad right-of-way;

Thence across the B & M Railroad right-of-way to the easterly property line of Wiggin Terminals, Inc., 50 Terminal Street;

Thence turning and running in a generally northeasterly direction along the easterly property line of said Wiggin Terminals, Inc., to the Mystic River U. S. Pierhead Line;

Thence turning and running in an easterly direction along the Mystic River U. S. Pierhead Line to a point intersecting with the extended westerly sideline of property of the U. S. Gypsum Company, 600 Chelsea Street;

Thence turning and running in a southwesterly direction along the westerly sideline of the said U. S. Gypsum Company property to the southerly sideline of said property;

Thence turning and running in a generally easterly direction along the southerly sideline of said U. S. Gypsum Company property to the easterly sideline of Chelsea Street;

Thence turning and running in a generally southwesterly direction along the easterly sideline of Chelsea Street to the northerly sideline of the Little Mystic Channel;

Thence turning and running in a generally easterly direction along the northerly sideline of the Little Mystic Channel to the easterly sideline of the U. S. Naval Shipyard/Charlestown extended;

Thence turning and running in a generally southerly direction along the easterly sideline extended and easterly sideline of said U. S. Naval Shipyard/Charlestown property to the southerly sideline of said property;

Thence turning and running in a generally westerly direction along the southerly sideline of said U. S. Naval Shipyard/Charlestown property to a point intersecting the easterly property line of the Massachusetts Port Authority Hoosac Pier Number 1;

Thence turning and running in a generally southwesterly direction by various courses and distances along the easterly property line of said MPA Hoosac Pier Number 1. and the U. S. Pierhead Line and the Massachusetts Harbor Line extended to the Boston-Cambridge city boundary line;

Thence turning and running in a generally northwesterly and westerly direction by various courses and distances along the Boston-Cambridge city boundary line to the intersection with the Boston-Somerville city boundary line;

Thence turning and running in a generally northerly direction along the Boston-Somerville city boundary line to a point which is the intersection of the Boston-Somerville city boundary line and the northwesterly sideline of property now or formerly owned by Food Centre Wholesale Grocery, Inc.;

Thence turning and running in a northeasterly direction along the northwesterly sideline of said property now or formerly owned by Food Centre Wholesale Grocery, Inc., and across the B & M Railroad right-of-way to a point on the northeasterly sideline of said right-of-way;

Thence turning and running in a southeasterly direction along the northeasterly sideline of said B & M Railroad right-of-way to a point which intersects the extended northwesterly sideline of Street "A";

Thence turning and running in a generally northeasterly direction along the extended northwesterly sideline of Street "A" to a point which is the intersection of the northwesterly sideline of Street "A" and the southwesterly sideline of Rutherford Avenue;

Thence turning and running in a generally northwesterly direction along the southwesterly sideline of Rutherford Avenue to Cambridge Street;

Thence turning and running in a generally northeasterly direction across Rutherford Avenue and the Service Road at Sullivan Square to a point which is the intersection of the northerly property line of W. F. Schraffts & Sons property at 529 Main Street, and the Service Road at Sullivan Square, which is the point and place of beginning.

PROJECT AREA REPORT

BOSTON NAVAL SHIPYARD - CHARLESTOWN

The Boston Naval Shipyard at Charlestown consists of a 27-acre National Historic site and 103 acres which has been abandoned and left vacant by the U. S. Navy. The latter site consists of 43 buildings, two dry docks and nine piers and has been found to be blighted and decadent and requiring considerable public investment in order for sound reuse to occur.

I. Site Conditions

The 48 buildings are in fair to good condition for heavy industrial reuse. The buildings were evaluated in 1973 in terms of roofs, frame, floors, exterior and utilities and found to be not suitable for any other kind of reuse without large scale rehabilitation.

As a result of code review, only three of the 30 major buildings meet code requirements.

Four of the nine piers are unsafe and unusable constituting a potential hazard to safety and to navigation. Piers #3, 8, 9 and 10 should be demolished. Dry dock #5 is in poor condition and requires extensive repair. All sea wall and bulkheads appear to be in satisfactory condition but will require repair within the next five years.

SOURCE: Engineering Survey of Boston Naval Shipyard
Booz Allen and Hamilton, Inc. 1974.

II. Site Improvement Costs

Specific costs associated with preparing the site for suitable development have been identified as follows:

Parcel NY-1 - Cost analysis has been completed to ascertain general expenditures necessary to provide access and utilities to the entire Shipyard site and to Parcel NY-1 specifically. These public costs include \$480,000 for 5,560 linear feet of new streets designed to meet City standards and \$1.4 million for public utility improvements in the same area. Building demolition and security financing are also identified as major costs. Total site improvement costs necessary to initiate development equals some \$5.3 million.

SOURCE: Project Costs, Historic Area, BNS, Charlestown, Parsons, Brinckerhoff, Quade and Douglas, Inc., 1976.

Parcel NY-4 - Site improvement costs for Parcel NY-4 include \$3.7 million for demolition of obsolete and unusable structures, piers and for bulkhead repairs, plus \$1.4 million for new streets and utilities.

SOURCE: Boston Naval Shipyard/Charlestown "Buy Parcel" Site Clearance Estimate Costs, Parsons, Brinckerhoff et al
1976



PROJECT BOUNDARY

PROPERTY MAP AND
PERIMETER BOUNDARIES

DATE	1988
BY	...
FOR	...
SCALE	1" = 100'
PROJECT	...
AREA	...
PERIMETER	...
DATE	...
BY	...
FOR	...
SCALE	...
PROJECT	...
AREA	...
PERIMETER	...



City of Boston
Boston Redevelopment Authority
Charlestown
Urban Renewal
Area R-55





2-1022

PROJECT BOUNDARY
EXISTING ROW TO BE ABANDONED
PROPOSED STREETS & HIGHWAYS

RIGHT OF WAY ADJUSTMENT

NO.	STREET	FROM	TO	DATE
1	ST. JAMES	100	150	1-1-55
2	ST. JAMES	150	200	1-1-55
3	ST. JAMES	200	250	1-1-55
4	ST. JAMES	250	300	1-1-55
5	ST. JAMES	300	350	1-1-55
6	ST. JAMES	350	400	1-1-55
7	ST. JAMES	400	450	1-1-55
8	ST. JAMES	450	500	1-1-55
9	ST. JAMES	500	550	1-1-55
10	ST. JAMES	550	600	1-1-55
11	ST. JAMES	600	650	1-1-55
12	ST. JAMES	650	700	1-1-55
13	ST. JAMES	700	750	1-1-55
14	ST. JAMES	750	800	1-1-55
15	ST. JAMES	800	850	1-1-55
16	ST. JAMES	850	900	1-1-55
17	ST. JAMES	900	950	1-1-55
18	ST. JAMES	950	1000	1-1-55
19	ST. JAMES	1000	1050	1-1-55
20	ST. JAMES	1050	1100	1-1-55
21	ST. JAMES	1100	1150	1-1-55
22	ST. JAMES	1150	1200	1-1-55
23	ST. JAMES	1200	1250	1-1-55
24	ST. JAMES	1250	1300	1-1-55
25	ST. JAMES	1300	1350	1-1-55
26	ST. JAMES	1350	1400	1-1-55
27	ST. JAMES	1400	1450	1-1-55
28	ST. JAMES	1450	1500	1-1-55
29	ST. JAMES	1500	1550	1-1-55
30	ST. JAMES	1550	1600	1-1-55
31	ST. JAMES	1600	1650	1-1-55
32	ST. JAMES	1650	1700	1-1-55
33	ST. JAMES	1700	1750	1-1-55
34	ST. JAMES	1750	1800	1-1-55
35	ST. JAMES	1800	1850	1-1-55
36	ST. JAMES	1850	1900	1-1-55
37	ST. JAMES	1900	1950	1-1-55
38	ST. JAMES	1950	2000	1-1-55
39	ST. JAMES	2000	2050	1-1-55
40	ST. JAMES	2050	2100	1-1-55
41	ST. JAMES	2100	2150	1-1-55
42	ST. JAMES	2150	2200	1-1-55
43	ST. JAMES	2200	2250	1-1-55
44	ST. JAMES	2250	2300	1-1-55
45	ST. JAMES	2300	2350	1-1-55
46	ST. JAMES	2350	2400	1-1-55
47	ST. JAMES	2400	2450	1-1-55
48	ST. JAMES	2450	2500	1-1-55
49	ST. JAMES	2500	2550	1-1-55
50	ST. JAMES	2550	2600	1-1-55
51	ST. JAMES	2600	2650	1-1-55
52	ST. JAMES	2650	2700	1-1-55
53	ST. JAMES	2700	2750	1-1-55
54	ST. JAMES	2750	2800	1-1-55
55	ST. JAMES	2800	2850	1-1-55
56	ST. JAMES	2850	2900	1-1-55
57	ST. JAMES	2900	2950	1-1-55
58	ST. JAMES	2950	3000	1-1-55
59	ST. JAMES	3000	3050	1-1-55
60	ST. JAMES	3050	3100	1-1-55
61	ST. JAMES	3100	3150	1-1-55
62	ST. JAMES	3150	3200	1-1-55
63	ST. JAMES	3200	3250	1-1-55
64	ST. JAMES	3250	3300	1-1-55
65	ST. JAMES	3300	3350	1-1-55
66	ST. JAMES	3350	3400	1-1-55
67	ST. JAMES	3400	3450	1-1-55
68	ST. JAMES	3450	3500	1-1-55
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70	ST. JAMES	3550	3600	1-1-55
71	ST. JAMES	3600	3650	1-1-55
72	ST. JAMES	3650	3700	1-1-55
73	ST. JAMES	3700	3750	1-1-55
74	ST. JAMES	3750	3800	1-1-55
75	ST. JAMES	3800	3850	1-1-55
76	ST. JAMES	3850	3900	1-1-55
77	ST. JAMES	3900	3950	1-1-55
78	ST. JAMES	3950	4000	1-1-55
79	ST. JAMES	4000	4050	1-1-55
80	ST. JAMES	4050	4100	1-1-55
81	ST. JAMES	4100	4150	1-1-55
82	ST. JAMES	4150	4200	1-1-55
83	ST. JAMES	4200	4250	1-1-55
84	ST. JAMES	4250	4300	1-1-55
85	ST. JAMES	4300	4350	1-1-55
86	ST. JAMES	4350	4400	1-1-55
87	ST. JAMES	4400	4450	1-1-55
88	ST. JAMES	4450	4500	1-1-55
89	ST. JAMES	4500	4550	1-1-55
90	ST. JAMES	4550	4600	1-1-55
91	ST. JAMES	4600	4650	1-1-55
92	ST. JAMES	4650	4700	1-1-55
93	ST. JAMES	4700	4750	1-1-55
94	ST. JAMES	4750	4800	1-1-55
95	ST. JAMES	4800	4850	1-1-55
96	ST. JAMES	4850	4900	1-1-55
97	ST. JAMES	4900	4950	1-1-55
98	ST. JAMES	4950	5000	1-1-55
99	ST. JAMES	5000	5050	1-1-55
100	ST. JAMES	5050	5100	1-1-55

Charlestown
Urban Renewal
Area R-55
BOSTON STREET COMMISSION





- PROJECT BOUNDARY
APARTMENTS
LOCAL RETAIL & SERVICE STORES
RETAIL BUSINESS & OFFICES
LIGHT MANUFACTURING
GENERAL MANUFACTURING
WATERFRONT INDUSTRY
ZONE DISTRICT BOUNDARY



**Charlestown
Urban Renewal
Area R-55**
BOSTON REDEVELOPMENT AUTHORITY

EXISTING ZONING
Scale: 1" = 100'
Date: 1/1/68
By: [Signature]





- PROJECT BOUNDARY
- TOWNSHIP DISTRICT BOUNDARY
- RECREATION
- LOCAL BUSINESS
- GENERAL BUSINESS
- GENERAL INDUSTRIAL
- WATERFRONT INDUSTRIAL
- LOUSE INDUSTRIAL
- PROPOSED ZONING



Charleston
Urban Renewal
Area R-55

APPROVED BY THE AUTHORITY





- PROJECT BOUNDARY
- ACQUISITION
- CLEARANCE
- OTHER TREATMENT
- NOT TO BE ACQUIRED
- CONSERVATION
- OTHER TREATMENT

Charlestown
Urban Renewal
Area R-55



BOSTON REDEVELOPMENT AUTHORITY





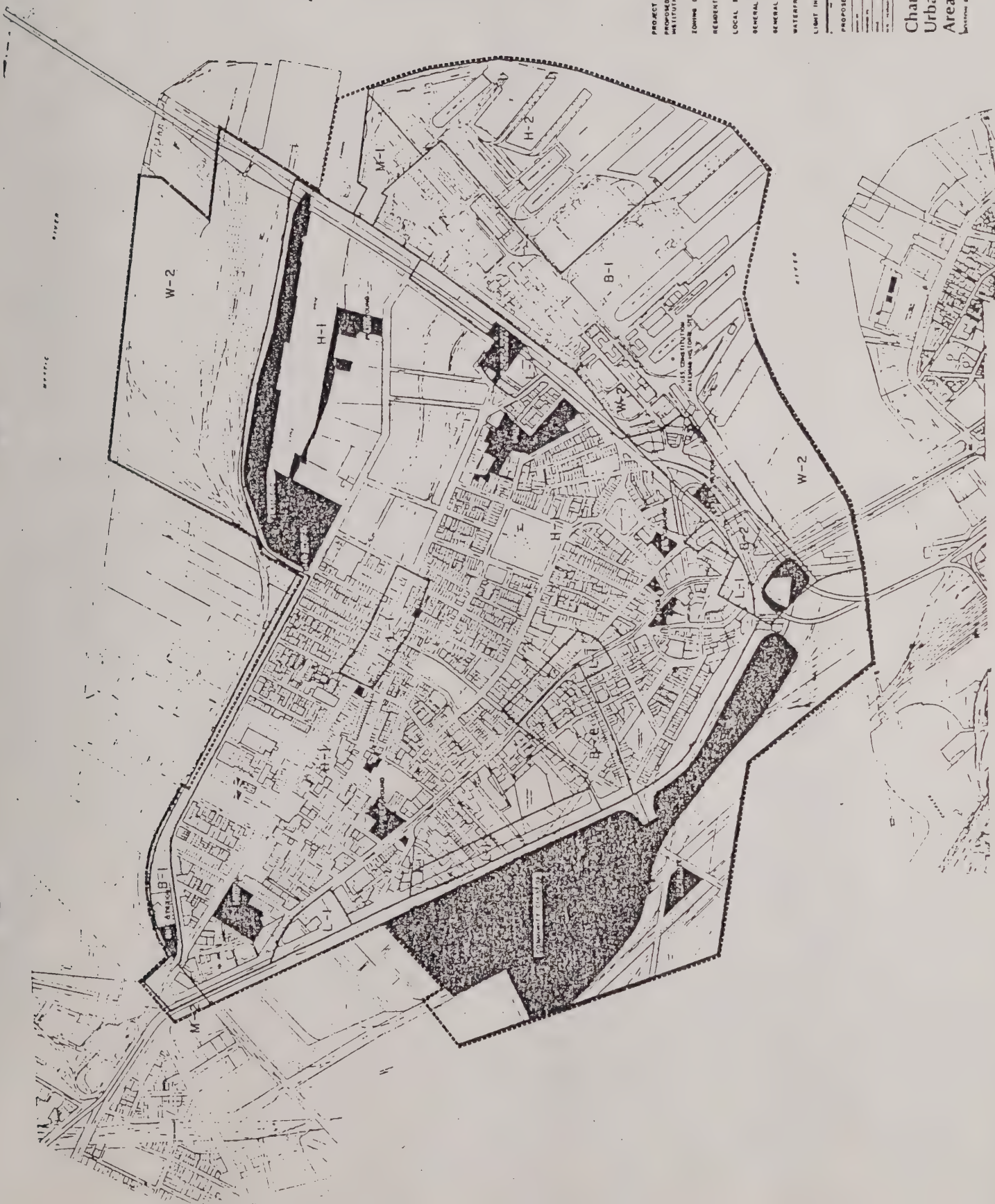
E-1021

- PROJECT BOUNDARY
- PROPOSED PUBLIC INSTITUTIONAL USES
- EDDING DISTRICT BOUNDARY
- RESIDENTIAL
- LOCAL BUSINESS
- GENERAL BUSINESS
- GENERAL INDUSTRIAL
- WATERFRONT INDUSTRIAL
- LIGHT INDUSTRIAL
- PROPOSED LAND USE

Charleston
Urban Renewal
Area R-55

PLANNING DEPARTMENT



ENVIRONMENTAL ASSESSMENT FORM

Please read Environmental Assessment Form Manual
before filling out this form.

1. SUMMARY

ACTIVITY FINDING

Negative Assessment
Positive Assessment

0
Enter Code

ACTIVITY IDENTIFICATION

1. Submitting Agency - Executive Office: _____

Department: _____ Bureau: _____

Other: Boston Redevelopment Authority

[illegible]

3. Has this activity been filed with EOEA before? _____ Yes _____ X No
If so, under what EOEA number? _____

4. Does this activity fall under jurisdiction of NEPA? _____ Yes X No
If so, under which federal agency? _____
Present status? _____

ACTIVITY DESCRIPTION SUMMARY

1. Town, County Region, etc.: Charlestown, Boston

035
Enter Code

2. Location within Town or Street Address (if applicable):
Charlestown Navy Yard

3. Activity Type(s): Boundary Change to Charlestown Urban Renewal Area
Planning and Coordinating Disposition and Reuse of Charlestown Navy Yard.

4. Agency Involvement:

5. Estimated Commencement:	July		1976
	Month	Day	Year

6. Completion:

Month	Day	Year
-------	-----	------

 Indefinite

7. Estimated Construction Cost: N/A

8. Estimated Operational Cost Per Year: N/A

9. Summary of Proposal (narrative):

The purpose of the proposed project is to change the Charlestown Urban Renewal Area Project boundaries to include the Charlestown Navy Yard in order that the Boston Redevelopment Authority may effectively participate in the disposition by the federal government of surplus property in the Navy Yard in a manner designed to assure a comprehensive redevelopment of the area which is compatible with local needs and is sensitive to historical, architectural, recreational and environmental considerations.

(See Attachment 1 for text of Urban Renewal Plan Amendment.)

COPIES OF THIS ASSESSMENT MAY BE OBTAINED FROM: Tolson

Name: _____ Telephone: _____

Address: _____

ACTIVITY DESCRIPTION

- ACTIVITY DESCRIPTION**
- A. Include an original 8½ x 11 section of a U.S.G.S. 7½ minute, 1:24,000 scale map with the activity or project area boundaries delineated. (Original U.S.G.S. sheet required for filing with Secretary only; copies may be supplied to others.) Include multiple maps if activity or project is larger than the area delineated on a U.S.G.S. 1:24,000 scale map. Include maps, diagrams or sketches at a larger scale if the features of the activity or project cannot be clearly shown at the 1:24,000 scale.

- B. Give a brief description of the present use of the area or areas affected in 5. Indicate the number of acres affected that are:

1. Developed

	8	9	1
--	---	---	---

3. Wetland

--	--	--	--

2. Open Space

--	--	--	--

4. Shoreline

4	7.6
---	-----

2. Open Space

--	--	--	--
5. Abandoned Charlestown Naval Shipyard which includes 2 dry docks, 9 piers, and 48 major buildings formerly used in ship repair.

- C. Give a brief description of the proposed activity, including all phases and characteristics, in 2.

1. Fill in the following dimensions, if applicable:

a. Total Activity Area (Acres):

1	3	6	7
---	---	---	---

d. Number of Stories:

--	--

b. Length in Miles:

--	--	--

e. Number of Parking Spaces:

--	--	--	--	--

c. Number of Housing Units:

--	--	--	--

f. Vehicular Traffic Generated Per Day:

--	--	--	--	--	--

2. Change in Urban Renewal Project boundary to include Charlestown Naval Shipyard and adoption of land use and development controls.

- D. Describe how your agency is involved in the activity in 4.

Specify: Urban Renewal

1. Permit or Program Type:

2. Pertinent Governing Statute(s) or Regulation(s): M G L C H 1 2 1 B

3. Other State Agencies Involved:

3. Other State Agencies Involved: D C A

3. Other State Agencies Involved: D C A
4. The Boston Redevelopment Authority is including the Charlestown Navy Shipyard within the boundaries of the Charlestown Urban Renewal Area in order to effectively participate in the disposition by the federal government of surplus property in the Charlestown Navy Yard.

ASSESSMENT OF POTENTIAL ENVIRONMENTAL IMPACT

Answer the following questions by placing an "X" in the appropriate YES/NO space; consider activity, construction, operational, as well as indirect impacts.

Indicate under "Explanation" why significant impact is considered likely or unlikely to result.

OPEN SPACE AND RECREATION

1. Might the activity affect the condition, use or access to any open space and/or recreation area?

____ NO ____ X YES

If YES, specify area(s) and acreage(s) affected:

- (1) USS Constitution National Historic Site
 (2) _____
 (3) _____
 (4) _____
 (5) _____

		2	7

Acreage

4

Duration

3	6
1	

Severity

1	0	1

Enter Code

2. Explanation: The proposed boundary change will enable the Boston Redevelopment Authority to gain more control in implementing reuse plans for the Navy Yard. These plans may stimulate the creation of open space and recreational facilities in the project area in the future. The proposed boundary change will not affect or prevent access to the National Historic Site.

HISTORIC RESOURCES

1. Might any site or structure of historic significance be affected?

____ NO ____ X YES

If YES, state level of historic significance:

1

Significance

4

Duration

3 6

Severity

2. Might any known archaeological site be affected by the activity?

____ X NO ____ YES

If YES, specify duration and severity:

Duration

Severity

3. Might any known paleontologic site be affected by the activity?

____ X NO ____ YES

If YES, specify duration and severity:

Duration

Severity

4. Explanation: The Charlestown Navy Yard is a National Landmark. The Proposed boundary change is intended to give the Boston Redevelopment Authority more control over redevelopment of the Navy Yard in order to retain and protect items of historical and architectural significance through design controls. The proposed planning and development program which the boundary change would help implement has been reviewed by the State Historic Preservation Officer (See Attachment 2)

ECOLOGICAL EFFECTS

1. Might the activity affect any natural feature adjacent to or near the activity area?

If YES, specify natural features affected:

- (1) _____
 (2) _____
 (3) _____
 (4) _____
 (5) _____
 (6) _____

☒ NO ☐ YES

Duration	Severity	Enter Code	

2. Might the activity affect wildlife or fisheries?

If YES, specify wildlife or fisheries affected:

- (1) _____
 (2) _____
 (3) _____
 (4) _____

☒ NO ☐ YES

Duration	Severity	Enter Code	

If YES, specify whether any rare or endangered wildlife or fisheries species might be affected:

☐ NO ☐ YES

3. Might the activity affect natural vegetation?

If YES, specify vegetation and acreage(s) affected:

- (1) _____
 (2) _____
 (3) _____
 (4) _____
 (5) _____
 (6) _____

☒ NO ☐ YES

Acreage	Duration	Severity	Enter Code	

If YES, specify whether any rare or endangered plant species might be affected:

☐ NO ☐ YES

4. Explanation: The proposed boundary change is intended to protect natural features during future development by enabling the Boston Redevelopment Authority to establish controls and guidelines for building and utility construction.

D. ENVIRONMENTAL HAZARDS

1. Might the activity involve the use, storage, release of, or disposal of potentially hazardous substances?

If YES, specify substance type and rate of usage:

- (1) _____
 (2) _____
 (3) _____

☒ NO ☐ YES

Usage Rate	Duration	Severity	Enter Code	

2. Might the activity involve alteration of riverine floodplains, inland wetlands, or coastal wetlands?

If YES, specify duration and severity of impact:

☒ NO ☐ YES

Duration	Severity

3. Might the activity involve construction or other action within geologically unstable areas?

 X NO YES

4. Explanation: The proposed activity does not involve any potentially hazardous substances, nor does it involve the alteration of any wetlands or construction within a geologically unstable area. However, portions of the addition to the Urban Renewal Area do include coastal shoreline, water areas, and flood hazard areas.

E. RESOURCE CONSERVATION AND USE

1. Might the activity affect or eliminate land suitable for agricultural or timber production?

 X NO YES

If YES, specify present agricultural land use and respective acreage(s) affected:

(1) _____
(2) _____
(3) _____

Acreage

Duration

	1

Severity

Enter Code

2. Might the activity affect potential use or extraction of an indispensable or scarce mineral or energy resource?

 X NO YES

If YES, specify resource affected and approximate amount:

(1) _____
(2) _____
(3) _____

Tons

Duration

Severity

Enter Code

3. Explanation: The project site is not used for nor is it suitable for agricultural or timber production, and there are no known scarce mineral or energy resources in the project area.

F. WATER QUALITY AND QUANTITY

1. Might the activity affect the quantity of water resources, within, adjacent to, or near the activity area?

 X NO YES

If YES, specify water source affected and respective amount (gallons/day):

(1) _____
(2) _____
(3) _____
(4) _____

Gallons/Day

Duration

Severity

Enter Code

2. Might the activity result in a deleterious effect on the quality of any water resource areas or watersheds?

 X NO YES

If YES, specify water resource that might be affected:

(1) _____
(2) _____
(3) _____
(4) _____

Duration

Severity

Enter Code

If YES, specify possible substance causing effects:

- (1) _____
(2) _____
(3) _____
(4) _____

Duration Severity Enter Code

3. Explanation: The proposed boundary change will not adversely affect water quality or quantity in the project area but will enable the B.R.A. to plan for the construction of sanitary and storm sewer facilities to insure protection of water quality.

G. AIR QUALITY

1. Might the activity affect the air quality in the project area, immediately adjacent areas, or the Air Quality Control Region?

 X NO YES

If YES, specify possible substances affecting air quality:

- (1) _____
(2) _____
(3) _____
(4) _____
(5) _____
(6) _____

Duration

Severity

Enter Code

If YES, specify whether any key receptors may be in the affected area:

- (1) _____
(2) _____
(3) _____

Duration

Severity

Enter Code

2. Explanation:

The proposed boundary change will not affect air quality in the project area or Air Quality Control Region.

H. NOISE

1. Might the activity result in the generation of noise?

 X NO YES

If YES, specify noise source:

- (1) _____
(2) _____
(3) _____

Duration

Severity

Enter Code

2. Explanation:

The proposed activity will not result in the generation of noise.

I. AESTHETICS

1. Might the activity cause a change in the visual character in or near the activity area?

 X NO YES

If YES, specify natural and cultural features that may be changed:

- (1) _____
(2) _____
(3) _____
(4) _____
(5) _____
(6) _____

Duration

Severity

Enter Code

2. Explanation:

The proposed boundary change will not adversely affect the visual character of the project area but will enable the Boston Redevelopment Authority to impose design controls for future development in order to enhance the aesthetic environment.

J. PLANNING

1. Will the activity require a variance from or result in a potential violation of any statute ordinance, by law, regulation, or standard, the major purpose of which is to prevent or minimize damage to the environment?

 X NO YES

If YES, specify variances and/or statutes:

- _____

2. Will the activity require certification, authorization, review of plans, or issuance of a permit by any local, state or federal agency?

 NO X YES

If YES, specify agency and action required:

Review and approval of Department of Community Affairs

Review and approval of Boston City Council

Review and approval of Boston Redevelopment Authority

3. Will the activity comply with all federal, state and local land use, transportation, open space, recreation and conservation plans?

 NO X YES

If NO, state plan type and specific agency concerned:

- (1) _____
(2) _____
(3) _____
(4) _____

Enter Code

4. Explanation:

The proposed boundary change complies with the Master Plan for the City of Boston, 1965/1975

IV. FINDINGS AND CERTIFICATION

A. It has been determined that this project is not one which may cause significant damage to the environment (Negative Assessment).



B. It has been determined that this project may cause significant damage to the environment (Positive Assessment).



1. The draft impact report will be submitted on or about: _____

2. The draft impact report will be: Standard ☐ Extensive ☐

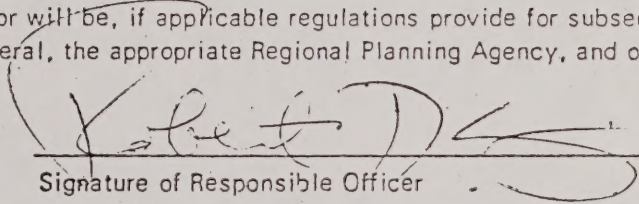
3. The draft impact report will be combined: ☐

4. The draft impact report will be joint in conjunction with: ☐

C. I hereby certify that this assessment has been or will be, if applicable regulations provide for subsequent circulation, duly circulated to the Attorney General, the appropriate Regional Planning Agency, and other review agencies as required by Appendix B.

July 16, 1976

DATE


Signature of Responsible Officer

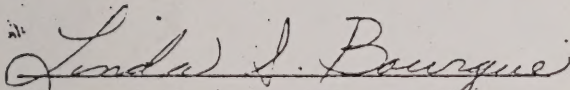
Robert T. Kenney

(print or type) Name of Responsible Officer

Address BRA, One City Hall Square

Boston, Massachusetts 02201

Telephone Number 722-4300



Signature of Preparing Officer (if different from Responsible Officer)

MEMORANDUM

July 19, 1976

TO: BOSTON REDEVELOPMENT AUTHORITY

FROM: ROBERT T. KENNEY, DIRECTOR

SUBJECT: AMENDMENT TO THE CHARLESTOWN URBAN RENEWAL PLAN
TO INCLUDE THE BOSTON NAVAL SHIPYARD AS PART OF
THE PROJECT AREA.
PROJECT NO. MASS. R-55

An Amendment to the Charlestown Urban Renewal Plan has been prepared by the staff, which Amendment basically changes the boundaries of the Project Area so as to include therein the Boston Naval Shipyard in Charlestown. This Amendment is being presented today for your formal consideration and approval.

This area was not originally part of the Project Area because at the time of the adoption of the Plan, the shipyard was actively being used as the headquarters for the First Naval District. However, the abandonment of this use on July 1, 1974, has created a substantial and significant area, the development of which should be consistent with local community needs. Such development requires that the efforts of local, state and federal governments be coordinated. The approval of the proposed Amendment is a necessary and appropriate step in effecting this coordination.

The Amendment of this Plan includes a change of boundary and, therefore, the approval of the mayor, the city council and the state is required. A public hearing is required before the city council.

A Resolution is attached hereto and it is recommended that it be adopted.

There is also attached hereto the proposed Amendment and a Project Area Report in support of the Authority's determinations.

Attachment

